



## Report to Policy Committee

**Author/Lead Officer of Report:** David Whitley,  
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**Tel:** 0114 205 3804

**Report of:** Kate Martin, Executive Director of City Futures

**Report to:** Transport, Regeneration and Climate Committee

**Date of Decision:** 14<sup>th</sup> June 2023

**Subject:** Report objections to the Experimental Traffic Regulation Order for Broomhill Shopping Precinct

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 1316				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

### Purpose of Report:

To report details of the consultation response to the Experimental Traffic Regulation Order for the Broomhill Shopping Precinct, report the receipt of objections to the Order and set out the Council's response.

### Recommendations:

It is recommended that the Transport, Regeneration and Climate Committee:

Approve that a Traffic Regulation Order be made so as to make permanent the restrictions within the Experimental Traffic Regulation Order, as advertised and implemented, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street.

### Background Papers:

**Appendix A:** Consultation letter

**Appendix B:** Broomhill Shops Concept

**Appendix C (at the bottom of the report):** Consultation responses

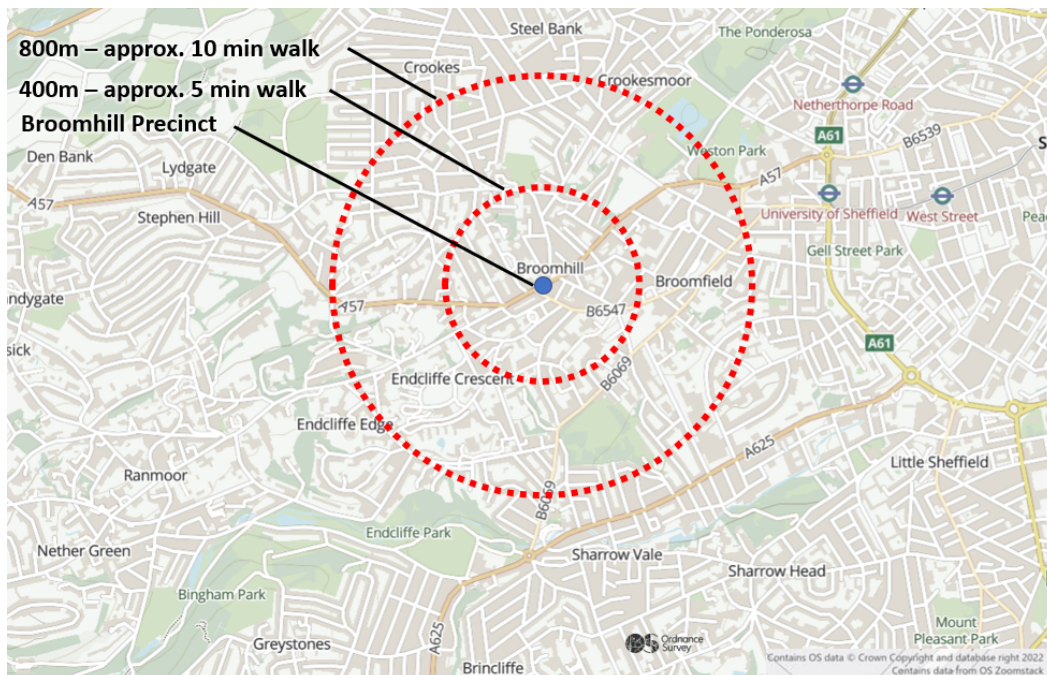
**Appendix D:** Consultation letter drop area

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Damian Watkinson
	Legal: Richard Cannon
	Equalities & Consultation: Ed Sexton
	Climate: Jessica Rick
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	<b>EMT member who approved submission:</b> <i>Kate Martin Executive Director of City Futures</i>
3	<b>Committee Chair consulted:</b> <i>Councillor Ben Miskell, Chair of Transport Regeneration and Climate Policy Committee</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	<b>Lead Officer Name:</b> David Whitley
	<b>Job Title:</b> Transport Schemes Manager
<b>Date:</b> 23 <sup>rd</sup> May 2023	

# 1. PROPOSAL

## Background

- 1.1. In May 2020, the Department for Transport allocated a total of £1,437,000 to the South Yorkshire Mayoral Combined Authority, for the implementation of temporary projects for the coronavirus (COVID-19) pandemic. Of this allocation, Sheffield City Council received a total of £584,000 and was specifically instructed by the Department for Transport and South Yorkshire Mayoral Combined Authority, to be spent on measures to enable social distancing, walking and cycling.
- 1.2. The allocation was spent on a number of measures across the city with the three core principles of the programme to re-allocate road space to active modes of transport and recreational space (including street cafes), supporting opportunities for exercise and create spaces for safe pavement queuing (for shops, schools, bus stops etc).
- 1.3. Broomhill Shopping Precinct has a high footfall and as a result remained busy during lockdown. This was in part due to the local amenity of the area, but also due to the cluster of essential businesses that were permitted to operate under lockdown restrictions. As a result, shops routinely had managed queues on the pavement under the canopy area, leading to pedestrians walking into the echelon parking area and therefore creating a risk for vehicle/pedestrian conflict. As a result, this location was identified for mitigation.
- 1.4. The below shows the proximity of the shopping district to a number of residential area, within a 5 minute and a 10 minute walk. This shows how the local centre is connected within a short walking distance and opportunity this presents to the 20 minute neighbourhood concept.



## The Scheme

- 1.5. In August 2020, a number of changes were made to the public space at Broomhill Shopping Precinct as part of the Covid 19 Emergency Response Programme. Traffic was temporarily restricted in the area under a Temporary Traffic Regulation Order, made in accordance with the Traffic Orders Procedure (Coronavirus) (amendment) (England) regulations 2020 (Statutory Instrument No. 536) ("the SI") that came into force on 23 May 2020. The temporary restrictions, implemented because of the likelihood of danger to the public and for purposes connected with coronavirus, facilitated the works.
- 1.6. The works included the widening of the walkways under the canopy area and the suspension of 11 parking spaces, including 2 disabled parking bays. Two disabled parking spaces were retained in front of the shops, and two further disabled parking spaces on Spooner Road and Taptonville Road were installed. These were available throughout the scheme build and have been retained. Footways on Glossop Road were also widened as part of this scheme to assist with the pedestrian access to the Royal Hallamshire Hospital and King Edward VII Upper School.
- 1.7. The widened footways on Glossop Road have since been removed following public feedback. Regarding the Broomhill Shopping Precinct, this element of the scheme received lots of feedback, both positive and negative. There was a Petition led by Williamson Hardware, immediately after the works were complete, receiving a total of 1,318 signatures. The Petition did not support the works and requested that changes are not made permanent and are removed as soon as possible. Although this Petition has been arranged via change.org, this Petition has not been formally submitted to the Council.
- 1.8. In August 2021, the Council undertook an informal survey through the Citizen Space platform to clarify the sentiment towards the changes. A total of 869 responses were received, with 77% of the respondents requesting the reinstatement of the parking.
- 1.9. In order to properly test the merits of the scheme and carry out a formal statutory consultation, in March 2022, an Experimental Traffic Regulation Order was made. This was promoted through a local letter drop, discussion with Local Members, street notices and press advertisement. The experimental order was implemented immediately on a temporary basis. It cannot be made permanent without the Council deciding that should occur.
- 1.10. This report details the consultation response to the introduction of the experimental traffic regulation order in Broomhill, reports the receipt of objections and sets out the Council's response.

## **2. HOW DOES THIS DECISION CONTRIBUTE?**

- 2.1. In 2020, the Covid-19 pandemic drastically changed travel patterns with significant increases in walking and cycling. This created an immediate need for more physical space to enable people to social distance safely. This was primarily needed in local shopping areas, such as the Broomhill Shopping Precinct area. Many of the changes made in response to Covid-19 presented other benefits for the areas they were implemented such as improved air quality and improved access for cyclists and pedestrians.
- 2.2. In 2017, a report was released by BBEST summarising surveys on travel to Broomhill Centre (Travel to Broomhill Centre 2017). The purpose of the surveys was to establish the travel and related behaviour of people using Broomhill Centre as customers of retail businesses. Face to face interviews were conducted with questions on the following: mode of travel, reason for visit, time spent in the centre, amount of money spent and the number of shops and services visited.
- 2.3. The results showed that walking was the most popular mode of transport, with bus second most popular and car third. The results also showed that those travelling by car typically spent less time in the centre, visited less shops and are amongst those who spent the least money in the area. These survey results indicate a need to promote walking, cycling and public transport throughout Broomhill Centre to maximise revenue for local businesses.
- 2.4. In 2021, the Council adopted the Broomhill, Broomfield, Endcliffe, Summerfield and Tapton (BBEST) Neighbourhood Plan. The plan, prepared by the BBEST Neighbourhood Planning Forum, details the neighbourhood issues derived from the Forum's community consultation and provides specific objectives for the Broomhill District Centre including:
  - Encourage economic activity and growth
  - Enhance the public realm
  - Improve the function of pedestrianised areas
  - Improve the environment (including air quality and noise) for visitors (Visions and Aspirations for the BBEST area 2021, Pg. 3).
- 2.5. Both the plan and its accompanying summary ('Visions and Aspirations for the BBEST area 2021') outline objectives for Active Travel to improve pedestrian routes and decrease the impact of traffic. The Active Travel section also outlines an aspiration to improve air quality (specifically on the A57).

- 2.6. The plan expands on this further. See the below extract from the section on Broomhill District Centre:

*“The public realm is not of high quality, pavements are narrow, road crossings compete with substantial traffic, there are many varied surfaces and they are now of medium to low quality. Planting and greenery is poor (ECUS: Greening the Centre 2017). Overall pedestrians are badly served, despite the fact that the majority of those using the Centre arrive by foot (35%), followed by those using public transport (31%). They also seem likely to spend the most (Travel to Broomhill Centre 2017). The overall provision for pedestrians barely reaches the standard required to be comfortable (pedcomfortreport 2016), and there is justification for some significant improvement.”*

- 2.7. This scheme, specifically the widening of the walkway in the Broomhill Shopping Precinct area, is a good strategic fit with the objectives within the BBEST Neighbourhood . The widening of the walkway will improve the function for pedestrianised areas by increasing the space available to people and providing the opportunities for more usable space immediately outside the premises, for seating and other community uses.
- 2.8. Whilst the widening of the walkway will increase the space available to pedestrians, it will also remove parking on this section of Fulwood Road. This will make travelling by car a less attractive mode of travel to Broomhill Shopping Precinct area. As a result it can be expected less cars will travel to the area, potentially leading to improved air quality, thus improving the environment for visitors. However, it must be noted that this is also seen by some traders as negative impact due to the loss of available parking immediately outside their premises. This has been monitored during the implementation of the scheme and there had been no notable increase in obstructive parking and has increased the usage of parking spaces in nearby car parks, such as Spooner Road Car Park and the private car park above the precinct itself.
- 2.9. The removal of parking has also helped solve a couple of issues for vehicles in the Broomhill Shopping Precinct area on Fulwood Road. One issue is cars are often queuing onto Fulwood Road to get to the parking bays outside the shops causing congestion and contributing adversely towards air pollution. There are also issues around cars reversing onto the main road when leaving the parking spaces. The removal of the parking on this section of Fulwood Road has helped with the operation of this section of the highway, which is already very complicated with high traffic flows, emergency access ‘blue light’ requirements and a high frequency bus route. Resilience of the highway at this location is important for network management and road safety.

- 2.10. If the decision was made to implement these changes on a permanent basis, the Council would potentially be able to implement further measures along the widened walkway to make the area more attractive to pedestrians (Appendix B). These could include picnic benches and installing planting to increase green space. This would enhance the public realm within the area and increase the likelihood of visitors staying longer. It would also have a beneficial gateway feature for the area, being a high-quality public space for the local area, but also for the City as a whole (given the route from Manchester and the A57).
- 2.11. Opportunities to identify a suitable funding allocation to deliver an improved scheme will be continually investigated.

### **3. HAS THERE BEEN ANY CONSULTATION?**

The introduction of an ETRO in Broomhill has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Executive Member for Climate Change, Environment and Transport, local Ward Members and Statutory Consultees were informed about the proposals at the time of publication.

- 3.1. The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "An objection [to the making of a Traffic Regulation Order] shall be made in writing". All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.
- 3.2. The Regulations stipulate that "Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order]." However, comments and objections received after the closing date are normally added to the collation of responses and duly considered.

#### ETRO Consultation Responses

- 3.3. There have been 2 responses to the consultation, 2 of these were objections and are detailed in Appendix C and below.
- 3.4. Officers have replied with an acknowledgement or answering specific questions posed by the responses to the ETRO. This clarified the proposals to ensure that the objectors were fully informed before making formal objections to the scheme.

- 3.5. Both responses expressed concern around the impact of the removal of parking on trade for local businesses. One comment stated how the 20 minutes free parking helped incentivise customers to stop and visit local businesses in the area. The BBEST Report on Travel to Broomhill Centre referenced in section 2.1 details how visitors arriving by car are among those who spent the least money in the area. The 20 minutes free spaces incentivise short visits and limit the amount of time people can spend in the centre. This suggests that prioritising other modes over cars will benefit local businesses overall as visitors will be able to spend more time in the area. The opportunity to enhance the public realm (Appendix B) combined with improved air quality, could encourage more people to visit the area and consequently increase spending in the area.
- 3.6. One comment explains how they previously used the parking spaces to visit their store to collect or deliver stock and are now having to either park on the road or pay for parking on the rooftop parking facility. Whilst this is an inconvenience for business owners, the parking at the Broomhill rooftop facility is relatively inexpensive (80p for 1 hour). Therefore, this does not outweigh the benefits this report highlights such as improved air quality and enhanced public realm.
- 3.7. One comment suggests the pre-pandemic parking has not caused any issues until the changes were made. In response to this, the Council have been made aware of the issues related to cars queuing up to park at the shops and reversing out from the spaces onto the main road for many years. Since the removal of the parking, this has not been raised as an issue, with the exception of this comment. The removal of the parking will help resolve these issues as cars will no longer be queuing for the parking spaces or reversing out onto the main road.
- 3.8. One comment suggests the removal of the parking will increase air pollution. The reason to remove the parking and improve the public realm for pedestrians is to encourage people to travel to the area by other modes such as walking, cycling or bus. This should result in improved air quality in the area. Since the changes were implemented, nitrogen dioxide levels have decreased by 13% in the area (Whitham Road / Crookes, 2019-2021). This suggests the changes have not increased air pollution in the area.
- 3.9. One comment suggests that, since the changes have been made, the disabled parking bays have been misused by people parking illegally and not disabled users. Abuse of highway restrictions is an ongoing issue in the area and the necessary mechanisms for enforcement are in place. Additional patrols by Parking Services' Civil Enforcement Officers has occurred to maintain the correct use of the parking bays.



## Other Consultation Responses

- 3.10. Although not specifically related to the ETRO and submitted prior the launch of the ETRO, there was a Petition to the proposals totalling 1,318 signatures. The Petition was submitted by Williamsons Hardware, a local shop and was focused around the removal of parking spaces at the front of the premises. The petition states that parking restrictions “will be devastating to local trade”. This is clearly a concern and one that should be respected, however, the parking capacity in the wider Broomhill area has been able to absorb the additional 9 parking spaces required. The increased use of nearby parking spaces in car parks suggests that the demand for parking has relocated to these spaces. The petition also states that there are no spaces for disabled drivers – this does not relate to the scheme implemented under the ETRO, as that incorporates disabled parking (as it is being retained at the front the shops).
- 3.11. Representatives of BBEST have been very supportive of the proposals, given the linkages to the policy direction of the adopted Neighbourhood Plan. The proposed scheme aims to deliver the formative stages of a high-quality public realm in Broomhill and meet the longer term aspiration (which is to use this as a platform to investigate wider pedestrian access into the area that has been requested).
- 3.12. A meeting has been held with the Chair of the Broomhill Independent Traders Association, which represents 45 local businesses, to understand the wider aspirations for the Broomhill area. This included linkages to the frontage improvements and general placemaking initiatives following the successful awards of the Business Covid Recovery Grant. It was noted that although the loss of parking can be seen as a negative, the removal of parking could potentially create a stronger aesthetical environment for the central area, giving pedestrians a more friendly atmosphere to spend time. The opportunity for further investment such as greening, benches, lighting and improved crossings was highlighted as an opportunity for future funding.
- 3.13. Ward Members are supportive of the scheme and the wider benefits a longer-term solution would bring.

## **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

### **4.1. Equality Implications**

- 4.1.1. The proposals are expected to have a neutral impact on disabled users. Disabled users will benefit from the implementation of the two additional disabled bays on Spooner Road and Taptonville Road as well as also being permitted to park in all user parking spaces and other permitted locations. However, the removal of the parking outside the shops is expected to lead to some misuse of the retained spaces.

- 4.1.2. Overall, the proposals are expected to have a neutral impact on Partners. Minor negative impacts due to the removal of the parking spaces outside the shops is balanced out by an improved aesthetic environment. Other than this the scheme has no significant differential, positive or negative, equalities impact from this proposal.
- 4.1.3. The proposals are expected to have a minor negative impact on older people without a blue badge and expectant parents/parents with children due to the removal of the parking outside the shops. This impact is only expected to be minor as there is sufficient parking nearby, such as Spooner Road car park or the rooftop car park, to cater for the additional demand after the removal of the parking spaces on Fulwood Road. Therefore, the extent of the impact will be having to walk slightly further to get to the shops in Broomhill.
- 4.1.4. The widening of the walkway will offer safety benefits for all users as this should prevent pedestrians resorting to walking down the middle of the road.
- 4.1.5. An equality impact assessment has been undertaken with no significant negative equality impacts identified.

#### 4.2. Financial and Commercial Implications

- 4.2.1. There are no additional capital costs related to the making of the ETRO. These will be picked up within existing budgets. The maintenance costs of the highway changes have been accrued into the Amey contract meaning that the commuted sum related to the existing scheme has been accounted for.
- 4.2.2. If the ETRO is revoked, the reinstatement of the parking will need to be provided and programmed. This will require gateway into the Transport Capital Programme and a funding estimate and funding source determined in light of current construction and material costs.
- 4.2.3. If the ETRO is upheld, recommendation two of this report proposes that future funding opportunities are explored to look at improvements in this area. This would need to be outlined in more detail and potentially integrated into a phased approach, whereby immediate works to the beautification and pedestrian focus to the former parking area, with a second phase looking at improvement to pedestrian crossing provision and traffic management.
- 4.2.4. There is a revenue implication of removing the parking spaces, as the parking spaces will no longer generate income for the Council. This has been factored into future parking projections from Parking Services. The revenue impact has been negated by the presence of alternative parking locations also being subject to tariffs.

### 4.3. Legal Implications

4.3.1. The Council has the power to make an Experimental Traffic Regulation Order (ETRO) under Section 9 of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the purposes of carrying out an experimental scheme of traffic control and which may include provisions;

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- c) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

4.3.2. Before the Council can make an ETRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the Regulations'). It must also publish notice of its intention in a local newspaper and make copies of the Order available for inspection for the duration of the effect of the Order. The Council has complied with these requirements. An ETRO can continue in force for a maximum of 18 months.

4.3.3. The Council has the power to make a Traffic Regulation Order which has the effect of making the provisions of an ETRO permanent according to Regulation 23 of the Regulations. The Council is required to consider all and any duly made public objections received and not withdrawn before it can proceed with making the provisions of an ETRO permanent. Those objections are presented for consideration in this report.

4.3.4. If there are modifications or variations made to the ETRO within 12 months of it being made, a statement of those modifications is required to be deposited with the copy order available for inspection. No such changes have been made to the scheme proposed. It is not required that the Council publish notice of the ETRO being made permanent, however objections made in respect of the ETRO shall be treated as an objection duly made to the permanent order.

4.3.5. In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

- 4.3.6. The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on that network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. Section 17 of the 2004 Act imposes a duty upon to Council to make such arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the network management duty.
- 4.3.7. Section 18 of the Act requires that the Council shall have regard to guidance of the appropriate national authority about the techniques of network management or any other matter relating to the performance of the duties imposed by sections 16 and 17 of the Act. The proposals described in this report are considered to fulfil those duties in accordance with the aforementioned statutory guidance.
- 4.3.8. While the recommended decisions stated in this report would not be implemented by the Council in its capacity as local planning authority, it is relevant to consider that the Broomhill, Broomfield, Endcliffe, Summerfield and Tapton (BBEST) Neighbourhood Plan was adopted on 16<sup>th</sup> June 2021 pursuant to section 38A(4) of the Planning and Compulsory Purchase Act 2004. Further development proposals located within the designated area will be determined in accordance with the Development Plan (including the BBEST Neighbourhood Plan) unless material considerations indicate otherwise. In other words, a decision to proceed with a scheme of traffic management which aligns with the objectives of the neighbourhood plan will also align with the way in which future development proposals in the area are determined (unless material considerations indicate otherwise).

#### 4.4. Climate Implications

- 4.4.1. The removal of a number of parking spaces on Fulwood Road will make travelling by car a less attractive mode of travel to Broomhill Shopping Precinct area. In contrast, the widening of the walkway on Fulwood Road will make travelling by foot a more attractive mode of travel to Broomhill Shopping Precinct area.
- 4.4.2. Overall, this should result in a mode shift away from car for people travelling to Broomhill Shopping Precinct area which will lead to lower vehicle emissions and improved air quality. The evidence from the Nitrogen Dioxide readings have shown a 13% reduction.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1. Considering the objections received, consideration was given to recommending the retention of the parking spaces on Fulwood Service Road. However, such a recommendation could result in many of the benefits outlined in this report being lost such as improved air quality and a more attractive environment for pedestrians. As a result of these benefits being lost more visitors may travel by car, instead of more sustainable modes, and therefore stay in the area for less time due to the spaces being free for 20 minutes.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1. Before the intervention was implemented in August 2020, there were a few issues with the public space at the Broomhill Shopping Precinct. Cars were often queuing along the A57 to pull into the parking bays causing congestion. Safety was also a concern insofar as cars were also reversing out into the main road out of the parking bays and, in addition to this, there were also issues around the narrow pavement adjacent to the parking bays. This led to pedestrians often walking down the middle of the road.
- 6.2. Since the changes were implemented the air quality has improved, with nitrogen dioxide levels decreasing by 14% in the area. If the changes were made permanent, this would create an opportunity to enhance the public realm in the area with the additional space (Appendix B). These enhancements could lead to more people visiting Broomhill and staying for longer.
- 6.3. The intervention is also a good strategic fit with the objectives within the Visions and Aspirations for the BBEST Area 2021 such as:
- Encourage economic activity and growth
  - Enhance the public realm
  - Improve the function of pedestrianised areas
  - Improve the environment (including air quality and noise) for visitors
- 6.4. Having considered the response from the public and other consultees it is recommended that the Broomhill ETRO be implemented as, on balance, benefits of the scheme in terms of safety and sustainability outweigh the concerns raised.

## Appendix C - Objections

<p><b>1</b></p>	<p>My name is [REDACTED] and I am a small business owner on Fulwood Road ([REDACTED], Sheffield, S10 3BA). I am writing to you in regards to the broomhill parking situation (traffic order 2022).</p> <p>When this change was made we were informed that it would be temporary due to COVID-19 and social distancing rules. Now that all government restrictions have been lifted and normal activities have resumed we are being told that the council are not wanting to return the parking back to pre-pandemic status.</p> <p>I would like to raise my objection to keeping the parking as it currently is. As a business owner I have suffered a substantial amount of loss over the past 2 years like many others. We are now trying to get back to pre-pandemic trading in order to move forward but a part of this is the availability of parking in the area. We used to have a lot of customers who parked in these spaces and came to collect food from us. Since the spaces are no longer there the customers have no where to park. The 20 minutes free helped us as it was an incentive for customers to stop and come to any of the small businesses in the area and thus bringing spending into the area.</p> <p>The loss of parking has only decreased our potential customer base and therefore the council are causing significant impact on investment into the area. As a business owner I was able to use these spaces to visit my store to collect or deliver stock. Now I am forced to park on the road and cause traffic issues or to park on the rooftop parking. By me having to park on the rooftop parking facility this has increased my business cost but also increased the profits for a national company. The council seem to have no interest in supporting local business owners but to only increase the profits of national companies. This was proven when Sheffield City Council was one of the slowest councils in the country to provide government grants to local businesses.</p> <p>The pre-pandemic parking has been in place for many years and so far has not caused any issues until the changes were made. I feel that the council do not understand the damage they are doing to the local community and shopping area. How can anyone shop locally if there is no parking available for them? The other parking spaces in the area are limited and therefore are not enough for the amount of people.</p> <p>We have also been informed that one of the reasons to keep the parking as it currently stands is for air quality reasons. I do not believe that this is a valid reason at all. We are on a main road and the lack of spaces will not reduce the traffic in the area. I find the councils argument on this point redundant and mute because:</p> <ol style="list-style-type: none"><li>1. People who are looking for parking will circle around the area multiple times before finding a space.</li><li>2. If people are not allowed park conveniently in the area then they will travel further to another area thus increasing the CO2 output.</li></ol> <p>These two reasons alone will increase air pollution in the area and therefore only highlight the stupidity of the clean air argument.</p> <p>As a local business owner I feel that the council are trying to force small businesses to close so that the area becomes derelict. I believe the</p>
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	<p>council should support the local businesses and reinstate the parking as it was pre-pandemic with an increase of disabled spaces from 2 to 3.</p> <p>You state that the infomral survey was inconclusive. Please can you provide the data for this survey or please me details on how to obtain this information as we have not been provided any data regarding this survey,</p>
<p><b>2</b></p>	<p>The suspension of the parking spaces outside the shops was ill judged. The loss of trade to the shops – especially specialist shops such as Williamsons and the shoe shops – is measurable.</p> <p>The disabled slots are used mostly by people illegally parking and not by disabled car drivers. The chances of popping in to the shops has stopped for most of us – as the parking above is a complicated nightmare.</p> <p>Please put back the 20min parking spaces and have regular parking attendants.</p>

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